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CLASSIFICATION

SECURITY INFORMATION

COUNTRY East Germany

REPORT NO.

TOPIC Schorfheide Airfield

EVALUATION see below

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DATE OF CONTENT 12 April to 10 May 1953

DATE OBTAINED 25X1 DATE PREPARED 9 June 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. By 9 May 1953, the concreting of the runway at Schorfheide airfield was completed in a width of 7.4 meters as far as forest district No. 190. A second 7.4-meter concrete strip 7.4 meters distant from the first, had been laid for about 200 meters. The non-reinforced concrete surface of the runway was 40 cm thick. Cracks were already showing in the first concrete strip. Construction work at the field was accelerated. After 11 May, two shifts were to be worked. The guard detail at the installation was in the strength of a company. Single sentries were generally replaced by double sentries.
2. By 30 April, a concrete strip 1,540 meters long had been completed on the runway. The Vietmannsdorf - Gross Doelln road, which intersected the runway, could still be used. Three concrete-mixing machines were in operation, three others had been set up by 4 May. Work on the runway was delayed by the laying of drainage pipes under the runway. Since recently, the concrete surface has been laid on some kind of oil paper which was also used for the joints. An electric device to be used for pressure tests was set up on the runway.
3. Source learned from a surveyor that the runway of the field was to be completed within 150 days. Work on the construction of a semi-circular taxiway was scheduled to be started after Whitsun. A light circuit extended from Grossvaeter to the cantonment for construction workers. Source observed a transformer station at the western exit of Grossvaeter which was fed from the high tension line passing near Grossvaeter. A lane had been cut in the forest for the light circuit to the field.
4. By 2 May, the southern concrete strip on the runway at the field had been completed as far as a point east of the Gross Doelln - Vietmannsdorf road. On both 13 and 29 April, when only one shift was worked, an area of 11,496 square meters was concreted. Materials arriving between 18 February and 29 April included:

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Portland cement	9,896,00 tons
7/15 grade stone chippings	8,446,27 tons
15/30 grade stone chippings	14,270,70 tons
gravel	20,513,69 tons
coal	278,60 tons

5. In late April, 412 and 1,449 workers did above-ground and underground construction work respectively at the field. Of the latter category of workers, 50 percent were employed on concreting work on the runway, the remainder on levelling work.
6. Concreting work on the runway of the field was started from its western end in a width of 7.4 meters. By 8 May, this strip was completed as far as the eastern end of forest district No 190. The second strip, divided from the first by a 7.4-meter lane, was completed as far as the eastern end of forest district No 195. A second concrete mixing plant consisting of three concrete mixers was being set up at the eastern end of forest district No 190, about 100 meters south of the runway. An area about 100 x 120 meters was being logged in the center of forest district No 194, south of the runway, another area 100 meters wide and extending as far as Puettgestell at the eastern end of forest district No 190. [] taxiways were to be built in these areas. In early May 1953, the framework of the three-story quartering buildings in the billeting area was completed and the administration building was ready for use.
7. [] the runway at the field was originally to have a concrete surface 50 cm thick, which was to consist of two 25-cm layers. However, this plan was given up in favor of one 40-cm concrete layer suggested by an engineer of the Bau-Union Brandenburg.
8. In early May, source learned from official records that a total of 1,841 construction workers were employed at the field.

25X1A [] Comment. The report on the progress of construction work at Schorfheide airfield agrees with previous information. The information contained in paragraph 3 that the runway at the field was scheduled to be completed within 150 days may be correct on the assumption that two shifts will be worked. For terrain points mentioned, see GSGS 4414, sheet 2946/47.

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